

**AMENDMENTS TO THE CLAIMS**

1. (Currently Amended) A fastener assembly for coupling at least two components of an engine, comprising:
  - a threaded fastener having a head portion and a shaft portion;
  - a retention sleeve disposed about the threaded fastener; and
  - a wave spring disposed about the retention sleeve; wherein the wave spring has an inner diameter slightly larger than an outer diameter of the retention sleeve and wherein the fastener assembly acoustically decouples the components.
2. (Canceled)
3. (Original) The fastener assembly according to Claim 1, wherein the head portion of the threaded fastener includes a radially projecting collar.
4. (Original) The fastener assembly according to Claim 1, wherein the retention sleeve includes a radially outwardly projecting head flange.
5. (Original) The fastener assembly according to Claim 1, wherein the threaded fastener, the retention sleeve, and the wave spring are made of metallic material.
6. (New) The fastener assembly according to Claim 1, wherein the wave spring abuts a portion of the retention sleeve such that the wave spring is selectively prevented from being fully compressed.
7. (New) A fastener assembly for coupling at least two components of an engine, comprising:
  - a threaded fastener;
  - a retention sleeve disposed about the threaded fastener, wherein the retention sleeve includes a flange section and a necking portion that extends downward from the flange section; and

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a wave spring disposed about the retention sleeve; wherein the fastener assembly acoustically decouples the components.

8. (New) The fastener assembly according to Claim 7, wherein the flange section has a circumferential extent that is greater than the necking portion.